

LONDON HEARS LATE OF LOSS OF TITANIC

Newspapers Went to Press Supposing All on Board the Ship Were Safe.

CROWD COMPANY'S OFFICES

Throngs Besiege the Place, Making Inquiries in Vain for Particulars of the Disaster.

London, April 16 (Tuesday).—Some of the London newspapers went to press this morning under the belief that all aboard the Titanic were safe, and that the vessel was proceeding for Halifax. These in editorials congratulate all concerned that man's inventive genius has reduced the perils of a sea voyage to a minimum.

Later dispatches recording the sinking of the Titanic, with loss of life, appear only in the very latest editions, and the terrible extent of the disaster will not become known to the British public generally until much later in the day.

All news on the subject still comes exclusively from New York. No wireless communication appears to have been established with this side.

A dispatch just received from Liverpool says that the White Star officials have received information from the Olympic of the sinking of the Titanic and of the saving of many of the passengers and crew, and adds that the offices of the company are besieged by friends of the passengers making inquiries.

Writing under the impression that the Titanic was saved, the newspapers call attention to the absence of any drydock on the American seaboard large enough to accommodate such a vessel, and also to the coincidence of accidents happening to the sister ships Olympic and Titanic.

Exciting scenes were witnessed at Lloyd's underwriting rooms yesterday. Insurance losses in the last six months have been unparalleled in the history of Lloyd's in liners of the biggest class. Since the Olympic collision, both the Delhi and Oceana have been wrecked, and now comes the disaster to the Titanic.

When business opened there was a rush to reinsure. Fifty guineas per cent was charged, and this rapidly rose to sixty, but later dropped to twenty-five on the news that the Titanic was being towed to Halifax.

It is understood that there was no specie aboard the liner, but large insurances had been written on diamonds and other valuables in her cargo.

Up to 3.30 o'clock this morning the White Star officials at Liverpool had no further news concerning the Titanic. Brief wireless messages from Cape Race have been received, but they are identical with those from New York.

Practically all of the Titanic's crew belong in Southampton, where the greatest anxiety prevails as to their fate.

Interviews are published here with authorities relative to the possible cause of the disaster. Much attention is called to the question as to whether it was possible that suction could have had anything to do with it, and it is pointed out that this question came up in the inquiry into the Olympic-Hawke collision. It is considered by some not impossible that the effect of suction near an iceberg might be to draw the vessel out of her course.

Sir Ernest H. Shackleton points out that the scene of the Titanic disaster was fourteen miles south of the supposed position of ice fields.

Sir William White, the famous naval constructor, considers that there can be no question of suction in the case of the Titanic, because suction, he says, depends upon relative speeds, and an iceberg is almost stationary. He thinks that the Titanic simply struck an iceberg.

SIMILAR CRASH IN AUGUST

Columbia Badly Battered by Iceberg, but Saved.

The last serious accident of a nature similar to that which befell the Titanic occurred on August 2 last, when the steamer Columbia of the Anchor Line, bound for New York, crashed into an iceberg about one hundred miles north of Cape Race. Six persons were injured by the impact. The bow of the vessel was smashed in above the waterline and the plates below were badly twisted. Ninety tons of water were in the hold when the vessel limped into port three days later.

At the time the crash occurred the Columbia had her engines reversed, although a few minutes before danger was sensed she had been making about thirteen knots. There were 565 passengers on the Columbia. The vessel had entered a chill fog, such as usually surrounds an iceberg, early in the afternoon, and Captain Mitchell had reduced his speed to fifteen knots. The ship's siren was being sounded at frequent intervals. At 6.30 o'clock Captain Mitchell heard what he thought to be an answering signal from another vessel. A moment later it was realized that the sound was the echo of the Columbia's whistle thrown back from an iceberg. The engines were immediately reversed, but the momentum of the vessel carried it forward at a speed of a few knots and sent it crashing into a mountain of ice.

The vessel's bow was buried twelve feet into the berg, knocking tons of ice to the deck. Although the steamer was moving at a greatly reduced rate of speed, and her tonnage was far below that of vessels of the Titanic type, the force of the collision was great enough to keep the ship afloat. The vessel above the waterline and the plates below were broken in and filled with water. The second bulkhead held fast. It was found that the vessel was able to proceed under her own power, although it was necessary to keep the pumps in operation all the way to New York. It was said that the circumstance that saved the Columbia from greater disaster was that she struck the iceberg at a point where a shelf rose from beneath the surface of the water. Sliding up on that before the bow of the vessel struck the solid wall of ice probably saved her from going to the bottom.

ENCOUNTERED BIG ICE FIELD.

Liverpool, April 15.—The Canadian Pacific Steamship Company's liner Empress of Britain, left for New York, N. Y., on April 5, arrived here to-day and reports having encountered an ice field of one hundred miles in extent when three days out from Halifax.

SUNDAY'S NEW-YORK TRIBUNE
Mailed anywhere in the United States for \$2.50 a year.

SOME OF THE PROMINENT PASSENGERS ON THE TITANIC.

MRS. GEORGE WIDENER
Of Philadelphia.

JOHN JACOB ASTOR
(Below in center, Mrs. John Jacob Astor)

MRS. WILLIAM E. CARTER
Of Philadelphia.



J. BRUCE LINDAY

MRS. JOHN JACOB ASTOR
MAJOR ARCHIBALD W. BUTT
LAIDE to PRES. TAFT
PHOTO BY E. WING

WILLIAM T. STEAD
The well known English writer.

TITANIC HEADS DISASTERS

Her Fate Most Appalling of Classic Sea Tragedies.

OTHER GREAT CATASTROPHES

Wrecking of the Royal George, the Maine, La Bourgogne and General Slocum.

The loss of the Titanic places her name at the head of that classic list, which includes such ships as the Royal George, the Camperdown, the Victoria, the Maine, La Bourgogne, the Elbe, the Berlin, the General Slocum and the Republic.

The tragedy of La Bourgogne, on July 4, 1898, the day of the Battle of Santiago, stands first among sea disasters in the memory of the present generation. La Bourgogne, though one of the crack ships of her day, was only a single screw ship, about half the size of the Titanic. She was 368 feet over all and had a gross tonnage of 7,335. She was running through a fog off Sable Island, when she ran into the British ship Cromartyshire. In ten minutes she had gone to the bottom, taking with her 534 persons, including her captain, most of her officers and crew and all of her first cabin passengers, except one. More than a hundred were women. Only 196 persons were rescued, including just one woman, Miss A. La Corse, of Plainfield, N. J.

Sinks After Collision.

The Cromartyshire was feeling her way through the fog when shortened sail, when a whistle was heard and the next instant La Bourgogne loomed up on her port bow. There was no time to change the course of either vessel. The sailing vessel struck the steamer amidships, tearing her side wide open. The latter careened and went down almost before the sleeping passengers realized what had happened.

Passengers and crew rushed to the decks in a panic. A few lifeboats were launched somehow, and the mad throng leaped in. One boat, pushed off without cars, was hurled helplessly against the ship's sides and crushed with all in her. Hundreds and crushed. Many of these clinging jumped to a raft till the suction of the sinking ship drew them down. Those who had succeeded in getting life preservers were likewise drawn into the vortex.

Captain Deloncle, in command of the liner, ordered the lifeboats manned and stood on the bridge with his chief officer till the vessel sank. But his orders to his cabin crew were in vain. The French sailors forgot all sense of duty in a cowardly scramble to save themselves. In the scramble, women, children and old men were sacrificed. One sailor beat off with an oar a passenger who was struggling to draw himself on to a raft. Men trampled women under foot. One Ital-

ian thrust at another with a knife. Immediately this action was imitated on every hand.

Learns of La Bourgogne's Fate.

Meantime, the Cromartyshire, saved by her bulkheads, had drifted away in the fog, and it was not till half an hour later, when the fog lifted, that Captain Henderson knew of La Bourgogne's fate. He lay to for several hours, picking up survivors, and then was taken in tow by the Gremlin. Many well known persons went down in this disaster. Among them was Mrs. John Forest Dillon, wife of a New York lawyer, and their daughter, Mrs. Dillon Oliver; Mrs. J. B. Coleman, known on the stage as Bernice Wheeler; Pedro José Lora, a well known civil engineer; Captain Walter V. Clark, of Hackensack; Paul Molin, a Spanish-American war correspondent, and Turkey's champion wrestler, Youssouf, "the Terrible Turk."

Sinking of the Victoria.

The Victoria, of the British navy, flagship in the Mediterranean, under Vice-Admiral Sir George Tryon, was sunk by collision with the Camperdown, under Rear Admiral Markham, while manoeuvring off Tripoli on June 22, 1893. There were 390 lives lost. Admiral Tryon, who had been guilty of an error of judgment, took all of the blame for the accident and remained on his vessel's bridge till she sank. One of the most pathetic tragedies in the details of the sinking was the wreck of the Berlin of Holland. The ship lodged in a sand bank and was broken to pieces by the sea. One hundred lives were lost. Many tons of food and clothing were lost. The ship was broken up and the wreckage was scattered over a wide area. The survivors were rescued by the German ship Albatross.

Loss of the President.

Then there was the mysterious fate of the famous old President, that left New York for Liverpool in March, 1841, with 129 passengers, and was never seen again. Nearly three months later, after the President had been written off the books at Lloyd's, a bottle was picked up at sea, containing a little fragment of paper, on which was recorded the simple fact that the President was sinking. The signature at the bottom was that of the celebrated actor, Tyrone Power, who was one of the last passengers. In the mean time there had been weeks of painful waiting and watching by friends ashore, and hope was kept alive by a series of false rumors. Once she was reported in Bermuda, laid up for repairs. At another

time crowds rushed to the shore to greet the arrival of a ship reported as the missing one, only to find they had been hoaxed.

Burning of the Slocum.

Of the burning of the General Slocum on June 15, 1891, which cost over one thousand lives, the details have been too recently and too often reviewed to need repetition here. The vessel, crowded with picknickers from a Lutheran Sunday school, was going through Hell Gate, when fire broke out forward. Captain Van Schaick drove his vessel for the sunken meadows to beach her. In the panic that ensued hundreds jumped overboard and were drowned, while hundreds of others perished in the flames. How the captain was tried, convicted and recently pardoned is fresh in every one's memory.

A striking example of the slowness with which marine news travelled in the days before the wireless telegraph was afforded by the sinking of the Oregon liner Oregon in 1884. A pilot boat was just about to put a man aboard and another schooner was passing. They both bore down and began transferring passengers from the sinking Oregon.

Rescued Passengers and Crew.

Just after the captain had seen the last passenger safely transferred and was himself on the pilot boat the Oregon sank. A short time afterward the Fulda, of the North German Lloyd Line, passed and took on board the Oregon's 365 passengers and crew. Late that afternoon bark word came up to the city from Sandy Hook that the Oregon had sunk, and all night long anxious friends waited, harassed by rumors, for details of the disaster. The next forenoon the Fulda came to her dock with all the Oregon's passengers safe.

One of the earliest of great sea tragedies was the loss of the Arctic, in collision, in 1854, when 322 persons were lost. Four hundred and seventy perished with the burning of the Austria, in 1858. In the Ville de Havre collision, in 1873, there were 235 lives

lost. That same year occurred one of the unsolved mysteries of the sea, when the Atlanta sailed with 385 passengers and was never heard of again. The Schiller went down in 1855 with 313 passengers. The Chimera, in 1887, sank in the North Sea with 39 passengers. In 1892 there were three great wrecks: that of the Utopia, costing 563 lives; the Victoria, 363, and the Elbe, 361.

TROY FIRM GETS MESSAGE

Receives Telegram Purporting To Be Wireless From Titanic.

Troy, April 15.—Among the passengers on the Titanic were A. O. Helveston, of this city, foreign representative of Cluett, Peabody & Co., collar manufacturers of Troy; Mrs. Helveston accompanied him, and they were on their way to this country for a visit. Cluett, Peabody & Co. received a telegram this morning, about 10 o'clock, purporting to be a wireless from Mr. Helveston, stating that the Titanic had been disabled, but was being towed to Cape Race. The wireless was sent to the New York office of the firm and was relayed to this city.

FOUR PROVIDENCE PASSENGERS.

Providence, April 15.—Four Providence persons are known to have been passengers on the Titanic. They include F. C. Ostby and his daughter Helen, who were returning from a tour of Egypt; James Lamb, a theatrical man, who had been on a three months' tour abroad, and Harry Sullivan, who was coming to make his home with his father in this city. Relatives have received no word from any of them.

COTTON MAN AND SON ON BOARD.

Brunswick, Me., April 15.—Percival W. White, a Massachusetts cotton manufacturer, who was a passenger on the Titanic, makes his home in this town. Friends here say that he is accompanied by his son, Richard F. White, a senior at Bowdoin College, and not by Percival W. White, Jr., as was at first reported. No word has been heard from Mr. White since the accident to the liner.

PORTLAND MILLIONAIRES ABOARD.

Portland, Ore., April 15.—F. H. Warren and wife, named in the Titanic's passenger list, live here. Mr. Warren is the millionaire president of a packing company. Herman Klaber, another passenger, is a millionaire hop grower of Portland.

IT PAYS to Look Around

That's what many have said after finding the superior value in

Christman Pianos.

Player-Pianos, from \$375
Baby Grand Pianos, from \$450
Upright Pianos, from \$250
Our Piano-Player mechanism can be installed in any Piano. Why not have one put in yours?
Information Cheerfully Furnished.

Christman Sons,
35 West Fourteenth St.

TITANIC WONDER OF AGE

World's Greatest Liner Had Dimensions of Staggering Size.

FOUR CITY BLOCKS LONG

Took Crew of 860 to Operate the Big Ship for Her 3,500 Passengers.

All that wealth and modern workmanship could produce was embodied in the Titanic, the largest vessel ever built, a veritable floating palace, over four city blocks in length, and twice the size of the Dreadnought Delaware, with some 6,000 tons to spare.

This 46,000-ton monster narrowly escaped serious mishap at the very start of her maiden voyage. As she swept from her berth at Southampton last Wednesday there was a roar as from a broadside of big guns, caused by the suction created by her huge propellers. So great was the suction of water that the seven huge hawsers which moored the American liner New York snapped like pipe stems and the New York drifted helplessly, stern first, toward the Titanic.

The Titanic reversed her engines in time, and tugs rushed to the aid of the New York. Thus a bad smash-up was averted. It has been estimated that the Titanic cost \$10,000,000 before she was finally put in commission. Though 852 feet long, 92½ feet wide and 94 feet deep, with accommodations for a crew of 860 and capable of carrying 3,500 passengers, she was built with as much care as is put into the finest chronometers.

1,000 Tons Bigger than Olympic.

The Titanic's tonnage, when she finally took to the water, was nearly one thousand tons greater than that of the Olympic, designed as her sister ship. Though the keels of the two monsters were laid at about the same time, work on the Titanic was delayed for a year, so that any imperfection in the appointments of the Olympic, however slight, might be corrected in this newest and greatest of ocean palaces. Her length and breadth also exceeded those of the older vessel.

New names had to be coined to apply to the twelve decks of the vessel, nine of which were connected with electric elevators, in addition to many wide stairways. More than two thousand ports and windows brought the light of day into the interior of the monsters. Through any of the funnels two of the largest of modern passenger trains might have raced abreast. Each link of the anchor chain added 175 pounds to the weight of the ship.

She has been compared to a modern hotel. She was really a city in miniature, with a gymnasium, tennis and squash courts, a theatre, ballroom, a sports deck, Turkish and electric baths, swimming pool, palm gardens, card, music and smoking rooms, while atop, on the twelfth deck, was a golf course, somewhat reduced in size.

The Titanic had more restaurants and dining rooms than her sister ship, the Olympic, with a grill and English chophouse to boot. Her hospital was fitted with an operating table, and there was a sun room for passengers not in good health. One of the many unusual features of the Titanic, lacking even in her sister ship, was the private promenade which adjoined the main restaurant on the starboard side. On this deck opened a reception room, where diners might congregate before going to their meals and hosts might meet the guests whom they had invited to sit with them at dinner. Banks of real flowers concealed the arbors in the palm garden.

Suites \$4.50 for Single Trip.

Two of the suites cost \$4.50 each for a single trip. These apartments consisted of sitting rooms, sleeping chambers, baths and wardrobes, with a garden in front, and a private promenade extending the whole length of the suite—some fifty feet—with its own private sea rail.

The occupants of either of these suites could have the same privacy that an owner of a private yacht could command, with his own deck, and the added comforts that the leviathan afforded. There were less pretentious suites, with sitting rooms in some of them as large as fifteen feet square.

Each stateroom on the vessel had its own private bathroom, supplying fresh and sea water, both hot and cold. A servants' hall was provided for the valets and other servants of the passengers. In these quarters servants when not in attendance on their employers were expected to remain. Like her sister ship, the Olympic, the Titanic had four funnels. From the top of the funnels to her keel measured 175 feet. She made an average speed of twenty-one knots on her trial trip.

In building her more than three million rivets were used to band together the massive plates. The plates in the Titanic's bottom weighed four and one-quarter tons each and were 36 feet long. Her keel weighed 100 tons and the bows arms 45 tons forward and 73½ tons aft. Her fifteen watertight compartments could be closed simultaneously by the throwing of a lever on the bridge, and her builders had declared these rendered the ship unsinkable.

Launching an International Event.

The launching of the Titanic on May 31, 1911, was considered an event of international importance. Among the prominent people who were present on that day were J. Pierpont Morgan, Lord Pirrie, chairman of the Harland & Wolff company, J. Bruce Ismay, chairman of the International Mercantile Marine.

The construction of the vessel was supervised by Alexander M. Carlisle, general manager of the Belfast shipbuilding company. Mr. Carlisle accompanied the Olympic to this country on her maiden voyage and was most enthusiastic over the behavior of the big ship. He expressed himself as

satisfied that the size of the ocean liners was limited only by the harbor accommodations they could find and the price the public was willing to pay. Big vessels, he declared, answered the helm even more easily than smaller ones.

A List of her specifications follows:

Registered tonnage, 45,000.
Displacement, 66,000.
Length over all, 852 feet 6 inches.
Breadth over all, 92 feet 6 inches.
Breadth over boat deck, 94 feet.
Height from keel to top deck, 105 feet 9 inches.
Height of funnels above casing, 72 feet.
Height of funnels above boat deck, 81 feet 6 inches.
Distance from top of funnel to keel, 175 feet.
Number of steel decks, 11.
Number of water-tight bulkheads, 20.
Engines—Combination turbine and reciprocating.
Anchors, each 15½ tons.
Fodder, 100 tons.
Weight of rivets used (3,000,000), 1,200 tons.
Wing propellers, each 33 tons.
Centre propeller, 22 tons.
Sidelights in each ship, 2,200.
Crew carried, 860.
Passenger capacity, 3,500.
The Hamburg-American Line is now building a ship, the Imperator, that will be 5,000 tons larger than the Titanic, and the North German Lloyd is planning for a still larger vessel, measuring 54,000 tons. The Cunard Line is also in the race for bigger ships, which grows keener each year. The last named now has the Aquitania on the stocks, whose dimensions have not been made public.

SAYS TITANIC HIT 'GROWLER'

Term Applied by Mariners to Iceberg All but Submerged.

Speaking from his experience in ice fields both in the North and South Atlantic oceans, a former officer of an ocean liner said last night: "I fully believe that the Titanic struck what is known as a 'growler.' This is a berg, the top of which, in its long drift to the southward, has been melted so that only a small portion of it—a pinnacle, perhaps—remains in sight, while below, just under the surface, spreading out like a huge turtle's back, lies the berg itself, weighing possibly thousands of tons—a fearful menace to a ship's bottom."

"A growler" is hard enough to distinguish from the masthead or crow's nest in the daytime and in clear weather, but in the night in a fog or hazy weather it could not be seen, and it would tear the bottom out of any ship coming at even less than half speed. All the Titanic's bulkheads would not help her in such an emergency, for it would be like striking a solid rock and, from what I like reading of this great calamity, I believe the ship's vital—her engine and boiler compartments—were penetrated at the first blow. "The wireless plant being so quickly put out of commission showed that there was trouble down there. This would also account for the pumps being unable to keep the ship afloat."

LINERS EQUIPPED FOR SAFETY

Water-Tight Compartments, Submarine Bells and Wireless of Great Value.

Safety devices are included in all of the great liners of to-day. And principal among these safeguards are automatic self-closing bulkhead doors, which shut off the water-tight compartments in time of danger. Ordinarily these bulkhead doors are controlled from a central station, usually the bridge. It is necessary only for the commander to press an electric button and the doors slide shut, transforming the vessel into a series of buoyant air chambers. Submarine bells, more powerful in action than any searchlight, siren or fog horn, are attached to the stem of the vessel, just aft of the stem, and these are of inestimable value to the skipper. The wireless, a comparatively new invention, has saved many ships already, which otherwise would have gone down unheard of. Marconi, who is responsible for the wireless, has also invented a wireless compass by which he intends to inform operators of the direction from which each message comes. It is understood that the Mauretania will be equipped with this device at once.

A. G. VANDERBILT IN LONDON

Sends Cable Message That He Did Not Sail on Titanic.

Mrs. Cornelius Vanderbilt received a cable message late yesterday from Alfred G. Vanderbilt, her son, saying he had not sailed on the Titanic and was safe in London. This announcement was made at the Vanderbilt house last night.

ROCHESTER PASSENGERS ABOARD?

Rochester, April 15.—It is believed that three residents of this city were passengers on the Titanic. They are Howard R. Case, of Ascut, England, who went from this city ten years ago as London manager for the Vacuum Oil Company; Stanley Fox, traveling man for a Rochester machine company, who sent a letter to the firm several days ago saying he would sail on the Titanic, and Miss Lily Duncan, who was visiting abroad.

PRAYERS FOR TITANIC'S SAFETY.

Prayers for the safety of the passengers aboard the Titanic were said yesterday at the afternoon conference of the Men and Religion Forward Movement. William T. Stead, the journalist, and the Rev. J. Seward Holden, of London, who were among the Titanic's passengers, were on their way here to make addresses before the conference.

TAXATION AUTHORITY ON BOARD

San Francisco, April 15.—Dr. Washington Dodson, of this city, whose name appears on the passenger list of the Titanic, together with those of his wife and child, is widely known as an authority on taxation.

BRIDE AND BRIDEGROOM ON LINER

Morgantown, W. Va., April 15.—Mr. and Mrs. Lucian Smith, of this city, were passengers on the Titanic. They were completing a honeymoon trip around the world. Mrs. Smith is a daughter of Representative Hughes, of West Virginia.

get that order now

Mr. Business Man, you can think right now of hundreds of instances where a Day Letter or a Night Letter would have saved the expense of a trip, captured a doubtful order, flashed an important inquiry and brought back the information on the jump.

Analyze your territory and you will find that Western Union Day Letters and Night Letters will add to your efficiency, multiply your customers and increase your sales.

THE WESTERN UNION TELEGRAPH COMPANY